

OAKLAND GLOBAL

About Oakland Global

- The Federal Government decommissioned the Oakland Army Base in 1999. After a decade and a half of strategic planning, the Oakland Army Base was approved to become a rail-served logistics center, which will include a multi-commodity bulk terminal, state-of-the-art warehouses and rail yards. This new, world-class facility will be known as the Oakland Global Trade and Logistics Center, or “Oakland Global.”
- **Oakland Global is the result of eight years of collaboration** among the City of Oakland, the Port of Oakland and California Capital & Investment Group (CCIG).
- Two primary features of Oakland Global are the Oakland Bulk and Oversized Terminal (OBOT), which is a multi-commodity, bulk marine terminal, and the Oakland Global Railroad Enterprise (OGRE). OBOT and OGRE are affiliates of CCIG.
- The **approval process for this project is one of the longest and most public in the history of the City of Oakland**. 251 public meetings were held; the project addressed City Council more than 51 times; the project garnered 128 permits for infrastructure; and 76 permits are required for the marine terminal.
- In April 2014, Terminal Logistics Solutions (TLS) entered into an exclusive negotiating agreement to operate the Oakland Bulk and Oversized Terminal. TLS negotiated a lease option agreement in November 2014 and is exploring potential customers and operations as it considers whether to exercise this option.

Economic Impact

- Oakland Global has established an unprecedented community benefits package, which stipulates that **at least half of construction hours and hires for ongoing operations be allocated for Oakland residents**, with a hiring prioritization on West Oakland residents.
- Once fully built-out and operational, Oakland Global is projected to create 11,970 jobs, including up to **\$300 million annually in regional employment income***.

Commitment to Environmental Protection

- Oakland Global commends and embraces California and Oakland’s commitment to lead by example and set extraordinary GHG emissions reduction mandates. The project’s operations will set the standard for compliance with those mandates.
- In addition to the 204 permits issued for the project, Oakland Global is subject to more than **660 mitigation mandates and conditions of approval by the City of Oakland and the Port of Oakland**, including the establishment of a strict air quality regimen in compliance with regulations of BAAQMD.
- At all times, operations and commodities processed at Oakland Global will be subject to and in compliance with federal, state, regional and local laws and regulations.
- Oakland Global has been monitoring air quality around the project since October 2013 and early results show **air quality and emissions related to Port operations in and around the project will be improved under the project’s operating standards**.

Commitment to Health and Safety

- The **health and safety of workers and neighbors in the Oakland community is the project’s number one priority**. We emphasize health and safety in all aspects of the workplace and are designing practices and procedures using industry best practices and standards.

Shipment Commodities for the Oakland Bulk and Oversized Terminal

- To feasibly operate and meet established expectations of the multi-commodity, bulk-shipping market as well as be commercially viable, a terminal must have the ability and capacity to handle any of the more than 15,000 commodities legally shipped throughout the world.
- **At this time, no single commodity has been committed to or excluded**. All commodities shipped will be done so safely and responsibly.

*Job creation figures based on December 7, 2012 Keyser Marston Associates Oakland Army Base Property Tax and Economic Impacts Analysis for the City of Oakland.

Oakland Bulk and Oversized Terminal

Myth vs. Fact



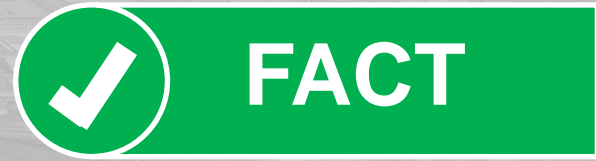
The Oakland Bulk and Oversized Terminal will add to the pollution in West Oakland, a community already suffering the health effects of industrial and freight activities.

Existing regulations regarding the health and safety impacts and the transportation of products in and through the City of Oakland are not adequate.

California Capital & Investment Group (CCIG) is building a coal terminal.

Prohibiting one class of commodities would not impact the project.

This is a heavily subsidized, profit driven project that will only benefit the developer.



The current environment in Oakland was one of the biggest drivers for the project. The terminal will operate far more efficiently and with far superior emissions reduction mandates than the status quo. We've been monitoring air quality around the project since October 2013 and early results show that air quality and emissions related to Port operations in and around the project will be improved under the operating standards.

The project is subject to more than 660 mitigation mandates and conditions of approval by the City of Oakland and the Port of Oakland. Further, approval was done in full compliance with the California Environmental Quality Act and the Oakland Municipal Code. All commodities can be shipped safely and any concerns regarding dust and debris are fully mitigatable*. Rail cars will also be covered to further ensure that there are no concerns with emissions.

This is a multi-commodity terminal and exactly the project for which the City granted Entitlements in 2012 and 2013. No single commodity has been committed to or excluded. To feasibly operate and meet expectations of the bulk-shipping market and be commercially viable, a terminal must have the ability and capacity to handle any of the more than 15,000 commodities legally shipped throughout the world.

Prohibiting one class of commodities would threaten the viability of the entire project, particularly since the class in question is 45% of the bulk commodities market**. To be commercially viable and globally competitive, the Oakland Bulk and Oversized Terminal must be capable of addressing the current market need as well as shift and evolves as market demand shifts and evolves.

This is a market rate project, not a subsidized project, and a public-private partnership that is revitalizing a region that has historically been impacted by 17 percent unemployment. CCIG and its affiliates are not receiving subsidies. Through an unprecedented community benefits package, the project is requiring that at least half of construction hours and hires for ongoing operations be allocated for Oakland residents. 11,970 jobs will be created as well as \$300 million in annual regional employment income***.

*September 2015 HDR Engineering Air Quality & Human Health and Safety Assessment of Potential Coal Dust Emissions.

**April 29, 2014 OGRE Supply Chain Analysis – Final Report by Moffatt & Nichol.

***December 7, 2012 Keyser Marston Associates Oakland Army Base Property Tax and Economic Impacts Analysis for the City of Oakland.

Oakland Army Base Redevelopment

Timeline

